1	2	3	4
3.	Gaya	2643	2819*
4.	Jahanabad	870	190
5.	Nawahah	967	1003*
6.	Aurangabad	1749	1683
7.	Bhojpur	1799	1458
8.	Buxar		
9.	Ranchi	2037	1393
10.	Rohtas	3003	2433
11.	Bhabua		
12.	Lohardaga	354	311
13.	Palamau	3266	1522
14.	Garhwa		
15.	Hazaribagh	3314	1621
16.	Chatra		
17.	Giridih	2855	1277
18.	Singhbhum East		
19.	Singhbhum West	4365	2323
20.	Dhanbad		
21.	Bokaro	1364	865
22.	Gumla	1392	613
23.	Bhagalpur		
24.	Banka	2524	1866
25.	Munger		
26.	Jamui	2397	1747
27.	Deoghar	2323	1284
28.	Dumka	3707	1254
29.	Godda	1575	681
30.	Sahebganj	2410	944
31.	Muzaffarpur	1729	1379
32.	Sitamarhi	987	803
33.	Vaishali	1399	1256
34.	East Champaran	1283	1037
35.	West Champaran	1363	944
36.	Saran	1570	1348
37.	Siwan	1437	999
38.	Gopalgan	1386	980
39.	Darbhanga	1058	1037
40.	Madhubani	1032	1042*
41.	Samastipur	1111	1163*
42.	Begusarai	692	835*
43.	Saharsa	954	805
44.	Supaul	365	377*
45.	Madhepura	2497	1439
46.	Purnea		
47.	Araria		
48.	Kishanganj		
49.	Katihar	1232	732*
50.	Khagaria	239	287*
	Total	67546	46263

*Includes uninhabited villages.
**87 villages electrified upto March, 1988 under State Plan for which the district-wise break-up is not available.
Note: District-wise breakup of newly created Districts is not available.

Manufacturing of Civil Aircrafts

4452. SHRI JAGADISH JANI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is an acute scarcity of civil aircrafts in the country;

(b) if so, whether any step has been taken by Government to manufacture more civil aircrafts; and

(c) the details of approximate number of civil aircrafts proposed to be manufactured by Hindustan Aeronautics Limited during Eighth Five Year Plan period?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Manufacture of aircraft is highly capital intensive and requires state of the art technology. The range of civil aircraft from a small two-seater to 400 seater

larger capacity long range aircraft is also extremely wide. Under the new Industrial Policy, aircraft manufacturing has been dereserved.

(c) Presently, M/s. Hindustan Aeronautics Limited are manufacturing DO-228 aircraft under licence from M/s. Dornier GMGH Germany, for defence services as well as for domestic civilian use. The number of aircrafts to be manufactured during the 8th Plan period for civil use will depend on the demand projection from the users of this aircraft.

Duty Time Schedule of Cabin Crew

4453. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the flight and duty time limitations of Cabin Crew in Indian Airlines;

(b) what is the maximum flying hours under the flight and duty time limitations applicable to cabin crew, per month;

(c) whether there are instances of exceeding the prescribed monthly flying hours;

(d) if so, the reasons thereof; and

(e) what steps Government propose to take to prevent violation of the prescribed monthly total flying hours of cabin crew in view of air safety?

THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) As per the agreement signed with the Air Corporation Employees' Union, the flight duty time and flight time of cabin crew in a period of 24 hours are 11 hours and 8 hours respectively and the maximum flying hours flown are 80 per month.

(c) and (d) There are a few cases in which the prescribed monthly flying hours are exceeded due to the airport stand-by cabin crew being put to operate day return/night stop flights, restricted utilisation of staff on medical grounds, last minute sick reporting/casual leave and break down of transport, change of crew due to Flight Duty Time Limitation etc.

(e) The duty time limitations of cabin crew are purely a matter between the Airlines and the staff. While every effort is made not to roster the cabin crew beyond the prescribed Flight Duty Time Limitations, it may become necessary in some cases to go beyond the limit in the interest of passengers' convenience.

Interim Relief for Air India Employees

4454. SHRI SAMAR MUKHERJEE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the year when the wage settlements with various Associations/Unions/Guilds in Air India expire;

(b) whether Government propose to pay interim relief to the employees of Air India pending fresh settlement;

(c) if so, what is the quantum proposed for various categories; and

(d) if the answer to part (b) above be in negative, what are the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The wage settlements with various Associations/Unions/Guilds in Air India expired in the year 1990.

(b) to (d) The matter is under consideration.